April to December, 1988-89 is as under:—

(Figures in million tonnes)

Railways	Target 1988-89	Actuals From April-Dec. 1988.
Central	28.25	20.0
Eastern	63.25	49.69
Northern	29.25	17.30
N.E.	5.00	2.72
N.F.	5.75	3.60
Southern	15.25	12.12
S.C.	30.00	21.97
S.E	100.75	72.02
Western	25.50	18.65
TOTAL	303.00	218.07

(c) South Eastern Railway has loaded from April to December, 1988, a total of 72.02 million tonnes of revenue earning freight traffic. Out of this 5.32 million tonnes of iron ore has been loaded for export and 17.09 million tonnes of raw material consisting of iron ore, manganese ore, limestone, and dolomite have been loaded for the steel plants.

Delinking of Vadinar Port from Kandla Port

915. SHRI RAOOF VALIULLAH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Gujarat Government and some trade representatives have demanded delinking of Vadinar Port from Kandla Port Trust; if so, what are the reasons advanced by them and what is Government's reaction thereto;

(b) whether it is a fact that Kandla and Vadinar are located in two separate geographical regions and are 300 kms apart from each other by road; if so, what are the reasons for which the two ports are clubbed together;

(c) whether it is also a fact that Kandla Port is running into losses and Vadinar Port earning profits; if so, what are the losses and profits of each port during the last three years; and

(d) whether Government would consider a separate jetty at Vadinar for handling dry cargo by Gujarat Maritime Board, in view of the congestion at Bedi which is in the vicinity of Vadinar Port area?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) The Nawanagar Chamber of Commerce and Industry, Jamnagar represented to the Govt. of Gujarat in January, 1987 to delink Vadinar Port from Kandla Port due to administrative convenience in view of the distance between two places. The State Government did not propose any delinking. A representation had also been made to the Prime Minister during his visit to Gujarat in June, 1987, in which the question of delinking of Vadinar Port from Kandla Port was raised. Since Vadinar is not a separate Port and has only an off-shore Oil Terminal for handling crude oil imported for serving the needs of Koyali and Mathura refineries, there is no proposal to delink the same from Kandla Port.

(b) Both places namely Kandla and Vadinar are located in the gulf of Kutch. Although Kandla and Vadinar are separated by a distance of 270 kms by Road, the sea distance is only 50 nautical miles. There is no port at Vadinar as stated in reply to para (a).

(c) The financial accounts of Kandla Port Trust do not provide for segregation of the accounts of Kandla and Vadinar. Kandla Port is not running in a loss.

(d) The sphere of Gujarat Maritime Board's activities is confined to minor and intermediate Ports in Gujarat and hence the question of the Board laying a separate jetty at Vadinar does not arise.

Development of Bedi Port in Saurashtra

916. SHRI RAOOF VALIULLAH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the average waiting period for ships at Bombay and Kandla Ports and whether to avoid congestion at both these ports, Bedi Port in Saurashtra would be considered for development as a major port;

(b) whether it is a fact that 1/3rd of the total traffic of 55 lakh tonnes in Gujarat ports is handled by Bedi alone and, therefore, justify for central assistance for direct berthing facilities as a special case; and

(c) whether port Reddy is being developed as an intermediate port with financial assistance from the Centre; if so, under what scheme?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) The average waiting period for ships at Bombay and Kandla Ports on Port account during 1987-88 was 1.53 days and 1.044 days respectively. The Central Govt. has no proposal to develop Bedi port as a major port as a measure of avoiding congestion at the two ports.

(b) Out of 38.93 lakh tonnes traffic handled by the Gujarat Ports during 1987-88, Bedi port had handled 8.03 lakh tonnes. It did not qualify for central assistance as the criteria chosen was the highest traffic handled by any minor port, one on the east coast and the other on the west coast.

(c) The VIIth Five Year Plan included an allocation of Rs. 20.00 crores for the development of two minor ports. Port Bedi has been identified for assistance under this scheme on the basis of traffic handled.

B.G. Line from Jamnagar and Hapa to Bedi Port

917. SHRI RAOOF VALIULLAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal under Government's consideration to link New Bedi Port with B.G. line to Jamnagar and Hapa in view of heavy goods traffic emanating from the port;

(b) what is the distance between Bedi and Jamnagar and whether there was M.G. line earlier, linking Bedi and Jamnagar; and

(c) whether Railways are prepared to negotiate with the State Government on the feasibility of B.G. line from Jamnagar and Hapa to Bedi Port?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) BG line exists from Hapa/Jamnagar upto Wind Mill station which is short of Bedi Port by about 2 km. There is no proposal to connect New Bedi Port to Wind Mill station.

(b) There was an MG line earlier, the distance being about 7 km.

(c) The feasibility can be assessed by the Railway on deposit terms at the cost of the State Government.